

Part 5: Aviation

Overview

Air passenger and air cargo services are a key element of a vibrant and diverse economy, and are important to maintaining the quality of life in the community. Routine maintenance and upgrades to the areas airports and approaching roadways will be vital to support the projected increase of passengers and freight.

Existing Facilities

The Wichita Airport Authority operates two airports. The primary commercial aviation facility is Wichita Mid-Continent Airport. It provides scheduled passenger and air freight service as well as general aviation activities. Colonel James Jabara Airport is a general aviation facility relieving Mid-Continent of some private aviation traffic. The community is also home to McConnell Air Force Base, a military base that serves a national defense role.

Aviation Facilities

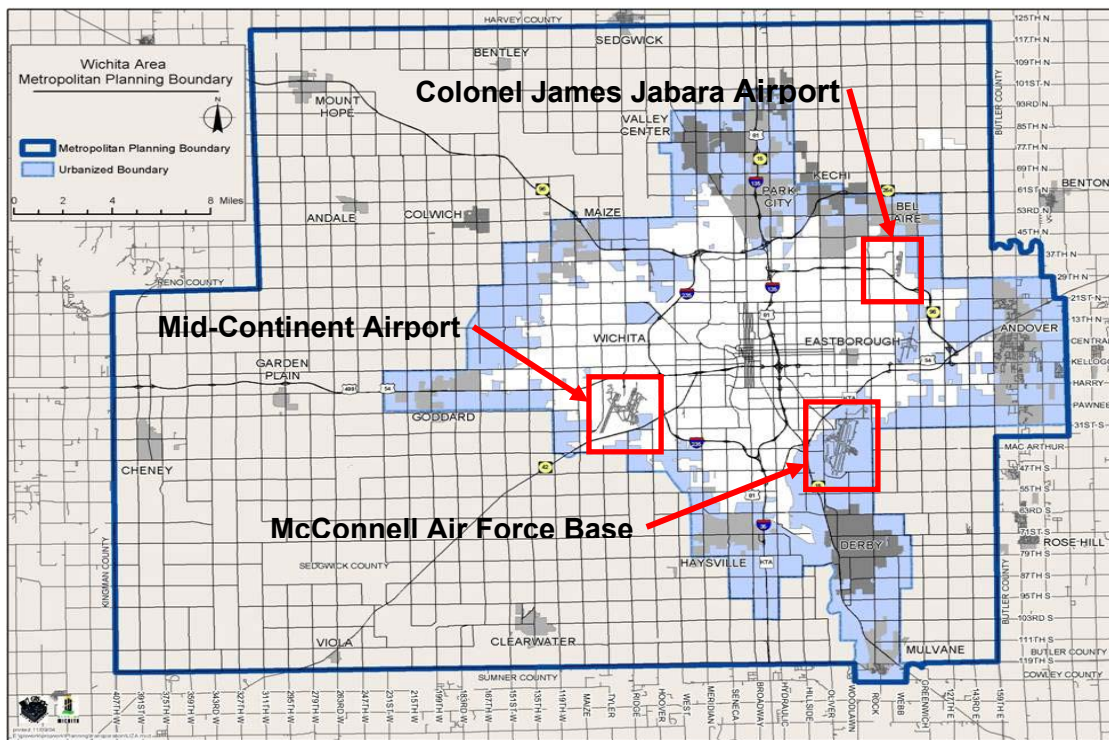


Figure 3.5-1: Aviation Facilities

Background

Wichita Mid-Continent Airport

Wichita Mid-Continent Airport (ICT) is Kansas' largest airport. Mid-Continent Airport staff consists of about 100 employees involved in various activities and functions associated with the operation, development, and maintenance of the airport facility.

The airport serves as a hub air carrier and general aviation complex. The airport continues to be an integral part of the total economy of South Central Kansas. General aviation is served by specialized retailers who provide aircraft-related accessories, service, rental, storage and flight training. Two general aviation manufacturers are located adjacent to the airport and maintain access agreements for the use of public facilities, as well as provide customer service at their respective locations. Three fixed-base operators (FBOs) provide a complete range of services, including aircraft repair, refurbishing, maintenance, sales, fueling, and charters: Executive Aircraft Corp., Raytheon Aircraft Services and Yingling. There are approximately 270 general aviation aircraft based at Mid-Continent.

Mid-Continent Airport presently services 14 airlines including 9 cargo carriers such as Airborne Express and Federal Express. Based on the 2005 Master Plan, air cargo is expected to grow from over 39,000 tons annually to over 94,000 tons by 2030 (Figure 3.5-2).

Mid-Continent Airport will serve over 750,000 enplanements during the 2005 calendar year. Based on the 2005 Master Plan, enplanements are projected to increase to just over 1,000,000 by 2030 (Figure 3.5-3).

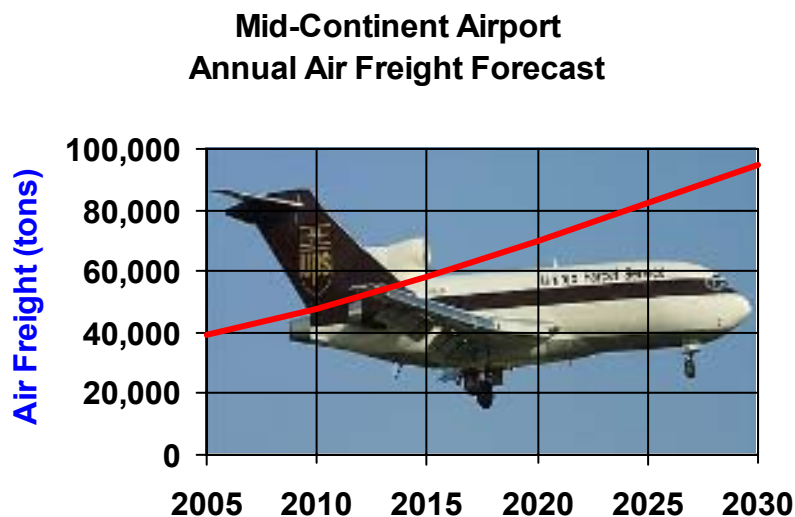
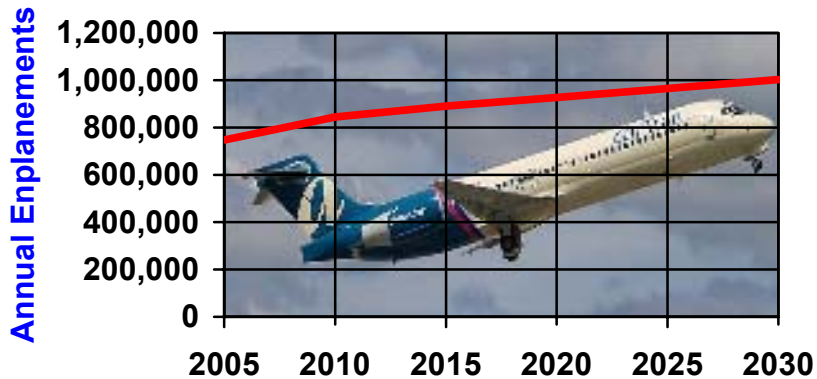


Figure 3.5-2: Mid-Continent Airport Annual Air Freight Forecast

Mid-Continent Airport Annual Enplanements Forecast



*Figure 3.5-3: Mid-Continent Airport Annual Enplanements Forecast
(Interpolated/Extrapolated Data from the 2005 Master Plan)*

Colonel James Jabara Airport

Colonel James Jabara Airport is a general aviation reliever airport to Wichita Mid-Continent Airport. The facility provides a 6,100-foot runway. This airport provides charters to corporations, and is a storage and maintenance facility for Cessna and Cirrus Air Craft Companies. As Table 3.5-1 shows, the number of flights to the airport, (Annual Operations) is projected to increase from just fewer than 41,000 to nearly 70,000 in the next 25 years.

Col. James Jabara Airport Operations

COL. JAMES JABARA AIRPORT:	2005	2010	2015	2020	2025	2030
Annual Operations (# flights)	40,900	46,120	51,300	57,050	62,800	68,550
Based Aircraft	160	176	192	210	227	245
Annual Instrument Approaches	564	656	764	899	1,034	1,169

*Table 3.5-1: Col. James Jabara Airport Operations Data
(Interpolated/Extrapolated Data from the 2005 Master Plan)*

McConnell Air Force Base

Activated as a military airfield in 1951, McConnell Air Force Base (AFB) currently has about 3,500 military and civilian personnel. The air base serves as home to Team McConnell. Team McConnell is primarily made up of the 22nd Air Refueling Wing (ARW), the 931st Air Reserve Group, and the Kansas Air National Guard's 184th Refueling Wing. There are also a number of tenant units assigned here that are part of Team McConnell. The 22nd ARW is the host unit for McConnell AFB and is one of only three supertanker KC-135 Stratotanker wings in the Air Force. Their primary mission is to be the lead provider of expeditionary air refueling and aircraft capabilities enabling global vigilance, reach and power.

Regional Needs

Airport Master Plans

Both the Mid-Continent and Jabara 2005 Master Plans outline the orderly expansion of existing facilities, and the replacement of older facilities to meet needs over the next 20 years. While the plans are phased through the short (0-5 year), intermediate (6-10 year), and long term (11-20 year) planning horizons, the plans are demand based. Facilities will not be constructed until they are needed for capacity or to replace obsolete facilities. The master plans have identified \$305 million in capital needs for Mid-Continent and \$28 million for Colonel James Jabara Airports over the 20-year planning periods. The master planning concepts have been depicted in the accompanying Figures 3.5-4 & 3.5-5.

While the master plans have identified extensive capital project needs over the next 20 years, a high percentage of the capital costs will be eligible for grants administered by the FAA. The source for these grants is the Aviation Trust Fund, which is funded with taxes on airline tickets, aviation fuel, aircraft registrations, and other aviation-related fees. The FAA distributes these funds through the Airport Improvement Program (AIP). The Wichita Airport Authority will use airport revenues to provide remaining project costs. For Mid-Continent Airport, projects will also be eligible for funding assistance through passenger facility charges (PFCs), which are collected by the airlines on enplaning revenue passengers. The final technical reports are available at the offices of the Wichita Airport Authority. These master plans do not include McConnell Air Force Base as it is owned and operated by the federal government.

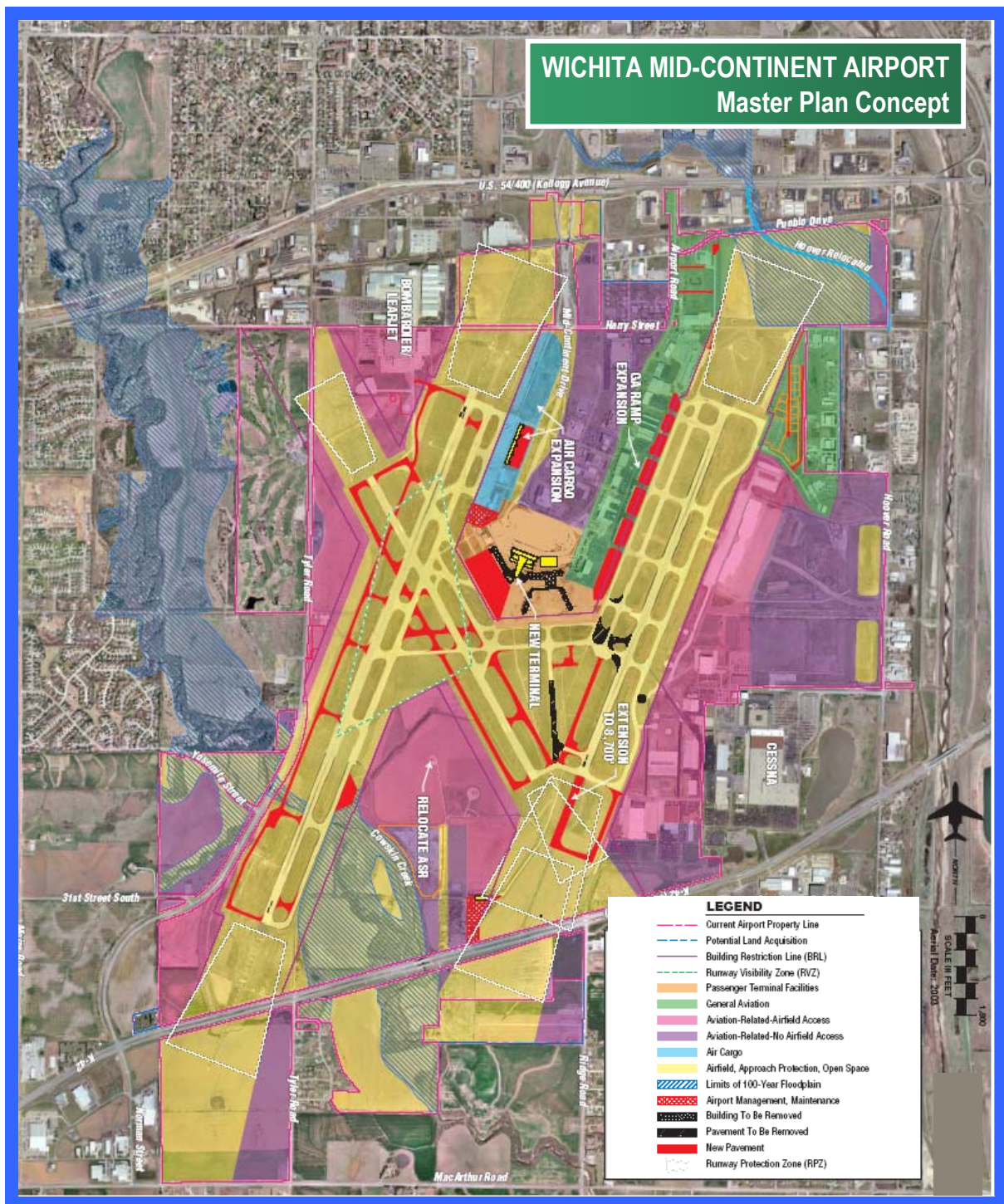


Figure 3.5.4: Wichita Mid-Continent Airport, 2005 Master Plan Concept

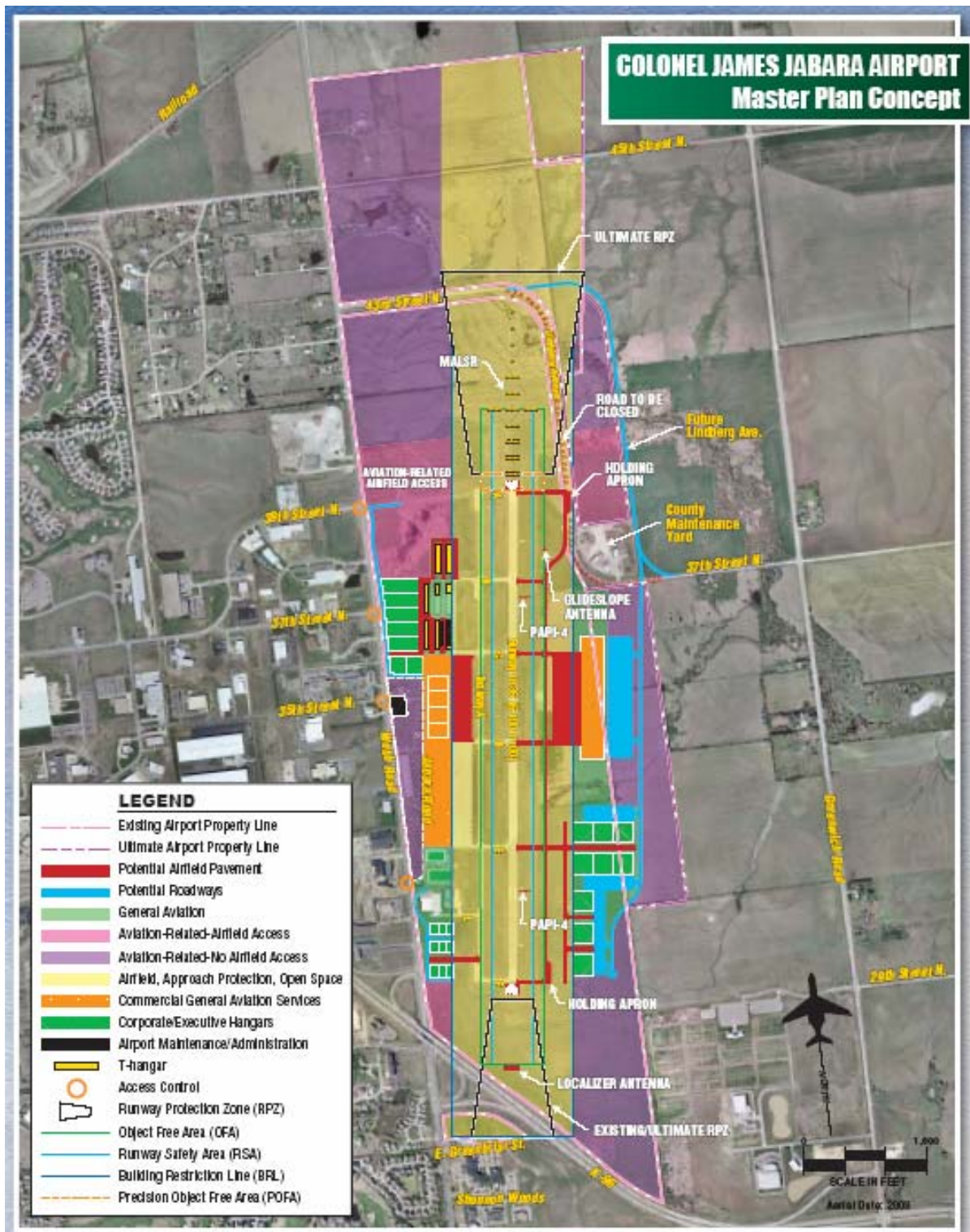


Figure 3.5-5: Colonel James Jabara Airport, 2005 Master Plan Concept

Regional Projects

Airport master plans are used to evaluate the airports' capabilities and roles, to forecast future aviation demand, and to plan for the timely development of new or expanded facilities. In recognition of the importance of air transportation in the region and the associated challenges inherent in providing for their unique operation and improvement needs, these Airport Master Plans must be kept up to date. With the continuous development of sound and realistic plans, the community can maintain each of the airports' links to the national air transportation system and maintain the public and private investments in the facilities.

As the 2005 Master Plans suggest, the airports in the region will be expanding to meet an ever growing demand. With this expansion, efforts must be made to maintain and improve the surrounding roadway systems and promote airport friendly development in the outlying areas.

Wichita Mid-Continent Airport

Overall it appears there will be a significant increase of 141% (3.6% annually) in air cargo tonnage in the next 25 years at Mid-Continent Airport (Figure 3.5-2, Pg 3.5-2), which will impact freight movement in the planning area and require expansion of the air cargo facilities at the airport. In turn, the increase in freight movement will likely require more funding for road maintenance, expansion, and will have an overall impact on the local economy.

Although the increase in potential enplanements at Mid-Continent is not as dramatic, forecasts reflect growth of 33% (1.1% annually) through 2030 (Figure 3.5-3 Pg 3.5-2). The overall growth will have an impact on the transportation system, as more passengers access the airport. The 2005 Master Plan recognizes this fact and recommends the construction of a new replacement terminal facility along with numerous other improvement projects.

To promote continued growth at Mid-Continent Airport, there is a need to promote and maintain the presence of low cost or discount air carriers. The reduced fares resulting from the increase in competition has had a direct positive economic impact on the entire region. By encouraging travel to and from Wichita versus traveling to alternate airports there will be an ever growing need for roadway maintenance and improvements. Though the airport is primarily accessed from US-54 (Kellogg) via Mid-Continent Drive, roadway improvements will also be necessary on the loop road that circulates traffic around the terminal, Airport Road, and Hoover Road to ensure safe and efficient movement of both the traveling public and freight. These improvements are depicted in Figure 3.5-4.

Colonel James Jabara Airport

Colonel James Jabara Airport is forecast to show a 68% increase (2.1% annually) in the number of flights landing as well as a 53% increase (1.7% annually) in based aircraft during the next 25 years (Table 3.5-1 Pg 3.5-3). This shows a need for expansion of the existing general aviation facilities as well as the surrounding transportation system as the demand for access and egress to the airport increases. Access to the airport is primarily from K-96 via Webb Road. Improvements will also be required to Jabara Road, 43rd Street North, Lindberg Avenue, and 37th Street North as depicted in Figure 3.5-5.

McConnell Air Force Base

With the large number of military and civilian personnel supporting McConnell Air Force Base, a number of transportation issues arise. The road network is impacted as employees travel to and from the base and by freight movement bringing supplies into the base. The base impacts the design of roads and other types of compatible development. Restraints on the surrounding development due to safety and security concerns may result in lower densities in some areas but may not negatively impact regional transportation corridors in the area since they are necessary for commuting.

Summary

With the projected growth of aviation demand, the airport infrastructure and supporting roadway systems will require maintenance and upgrades over the next 25 years. Improvements to the roadways in the vicinity of these airports will be required to maximize the level of safety and efficiency of moving both passengers and freight. Better methods of integrating land and air travel modes must be promoted. Land surrounding these airports will need to be protected from incompatible development.

To ensure this growth, initiatives should be supported that encourage regional air travel. The promotion of low cost air lines should be continued to increase competition and to keep local air fares competitive with other markets.